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pneumatic conduit is in communication with the at least air pressure gauge and a valve stem of a pneumatic tire,

whereby the at least one air pressure gauge provides an indication of air pressure of the pneumatic tire to an operator.

REMARKS

Claims 1-15 are pending in the application. By this Amendment, Claims 1, 8 and 15 are amended. Favorable reconsideration is respectfully requested in light of the following Remarks.

The Office action rejects Claims 1, 3-8 and 10-15 under 35 USC §102(b) over Lapohn (U.S. Patent No. 5,770,797, hereinafter "Lapohn"). The rejection is respectfully traversed.

Lapohn appears to disclose a tire pressure indication system in which the valve assemblies 18 are fastened to the rear side of a hub cap 20. *See Figs. 1, 1A, 6 and 7; col. 3, lines 45-50.* Applicant agrees with the Office action that there is no mention in Lapohn of a bracket structure that is mounted to the inside surface of the wheel assembly by using adhesive tape. *See Paragraph 2.*

A claim is anticipated only if each and every element as set forth in the claim is found, either expressly or inherently described in a single prior art reference. *See MPEP §2131.* Contrary to the Office Action that all of the elements of Claims 1, 8 and 15 are disclosed in Moore, at least the feature of a bracket structure mounted of an inside surface of a wheel rim of a wheel assembly is not disclosed, taught or suggested in Moore, so the rejection is unsupported by the art and should be withdrawn.

For at least this reason, Claims 1, 8 and 15 are allowable over the applied art. Claims 3-7, which depend from Claim 1, and Claims 9-14, which depend from Claim 8, are likewise allowable over the applied art. Withdrawal of the rejection is respectfully requested.

The Office action also rejects Claims 2 and 9 under 35 USC §102(b) over Lapohn. The rejection is respectfully traversed.

Claims 2 and 9 depend from Claims 1 and 8, respectively. As mentioned earlier, Applicant agrees with the Office action that there is no mention in Lapohn of a bracket structure that is mounted to the inside surface of the wheel assembly by using adhesive tape, as recited in Claims 1 and 8. To the contrary, Lapohn appears to disclose a tire pressure

indication system in which the valve assemblies 18 are fastened to the rear side of a hub cap 20. *See Figs. 1, 1A, 6 and 7; col. 3, lines 45-50.* To secure the hub cap 20 at high speed or from bumps, the hub cap 20 is mounted to the front wheel 12 by a pair of brackets 64 fastened to the wheel by bolts 70 associated with the studs 68. *See Figs. 6 and 7; col. 6, lines 19-49.* Thus, the tire pressure indication system of Laphon requires the use of a hub cap that is fastened to the wheel by bolts associated with the wheel studs.

To the contrary, Claims 1 and 8, are directed to at least one pressure gauge that is mounted to the bracket structure or mounting assembly that is mounted to an inside surface of a wheel rim of a wheel assembly. The mounting of the pressure gauge of the present invention in this manner provides several commercial advantages over the Laphon tire pressure indication system. First, the present invention does not require a hub cap for fastening the valve assemblies, thereby providing for a more cost effective configuration, especially for vehicles having a dual wheel assembly, such as tractor trailers, or the like. Second, the present invention does not require the use of rivets, bolts, or the like, to mount the pressure gauges, but rather provides for a much simpler method of mounting the pressure gauge.

In view of the foregoing, there is no motivation to modify the Lapohn tire pressure indication system to meet the claimed invention. To do so would be an impermissible use of hindsight reconstruction from Applicant's disclosure.¹ Because there is no motivation in the applied references or in the general knowledge of one of ordinary skill in the art at the time the invention was made, the Office Action fails to establish a *prima facie* case of obviousness. See MPEP §2143.

For at least this reason, Claims 2 and 9 are allowable over the applied art. Withdrawal of the rejection is respectfully requested.

In view of the foregoing, it is respectfully submitted that the application is in condition for allowance. Favorable consideration and prompt allowance of the application is earnestly solicited.

¹ *In re Dembiczak*, 50 USPQ2d 1614 (Fed. Cir. 1999).

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Should Examiner Ferguson believe anything further would be desirable in order to place the application in better condition for allowance, the Examiner is invited to contact the undersigned attorney at the telephone number listed below.

It is believed that any additional fees due with respect to this paper have already been identified. However, if any additional fees are required in connection with the filing of this paper, permission is given to charge account number 18-0013 in the name of Rader, Fishman and Grauer PLLC.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Peter J. Rashid", is written over a horizontal line.

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MARKED UP VERSION OF ALL AMENDED CLAIMS

1. (Once Amended) An air pressure measuring system for measuring the pressure of pneumatic tires, comprising:

a bracket structure mounted to an inside surface of a wheel rim of a-an outside wheel assembly;

at least one air pressure gauge mounted to the bracket structure; and

a pneumatic conduit being in communication with the at least air pressure gauge and a valve stem of a pneumatic tire,

wherein the at least one air pressure gauge provides an indication of air pressure of the pneumatic tire to an operator.

8. (Once Amended) An air pressure measuring system for measuring the pressure of pneumatic tires, comprising:

a mounting assembly mounted to an inside surface of a wheel rim of a-an outside wheel assembly;

at least one air pressure gauge mounted to the mounting assembly; and

a pneumatic conduit being in communication with the at least air pressure gauge and a valve stem of a pneumatic tire,

wherein the at least one air pressure gauge provides an indication of air pressure of the pneumatic tire to an operator.

15. (Once Amended) A method for measuring the pressure of pneumatic tires using an air pressure monitoring system, comprising:

mounting a bracket structure to an inside surface of a wheel rim of a-an outside wheel assembly;

mounting at least one air pressure gauge to the bracket structure, wherein a pneumatic conduit is in communication with the at least air pressure gauge and a valve stem of a pneumatic tire,

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whereby the at least one air pressure gauge provides an indication of air pressure of the pneumatic tire to an operator.